

cut away skeg, the draft must be measured from a line projected from the bottom of the keel forward or aft, as the case may be, to the location of the draft marks.

(d) In cases where a vessel may have a skeg or other appendage extending locally below the line of the keel, the draft at the end of the vessel adjacent to such appendage must be measured to a line tangent to the lowest part of such appendage and parallel to the line of the bottom of the keel.

(e) Draft marks must be separated so that the projections of the marks onto a vertical plane are of uniform height equal to the vertical spacing between consecutive marks.

(f) Draft marks must be painted in contrasting color to the hull.

(g) In cases where draft marks are obscured due to operational constraints or by protrusions, the vessel must be fitted with a reliable draft indicating system from which the bow and stern drafts can be determined.

[CGD 89-037, 57 FR 41824, Sept. 11, 1992]

### Subpart 169.800—Operations

#### § 169.805 Exhibition of merchant mariner credentials.

Officers on any vessel subject to this subchapter must have their license or merchant mariner credential in their possession and available for examination at all times when the vessel is being operated.

[CGD 83-005, 51 FR 896, Jan. 9, 1986, as amended by USCG-2006-24371, 74 FR 11266, Mar. 16, 2009]

#### § 169.807 Notice of casualty.

(a) The owner, agent, master, or person in charge of a vessel involved in a marine casualty shall give notice as soon as possible to the nearest Coast Guard Marine Safety or Marine Inspection Office, whenever the casualty involves any of the following:

(1) Each accidental grounding and each intentional grounding which also meets any of the other reporting criteria or creates a hazard to navigation, the environment or the safety of the vessel;

(2) Loss of main propulsion or primary steering or any associated com-

ponent or control system which causes a reduction of the maneuvering capabilities of the vessel. Loss means that systems, components, sub-system or control systems do not perform the specified or required function;

(3) An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure or damage to fixed fire extinguishing systems, lifesaving equipment, auxiliary power generating equipment, Coast Guard approved equipment or bilge pumping systems;

(4) Loss of life;

(5) Injury causing a person to remain incapacitated for a period in excess of 72 hours; or

(6) An occurrence resulting in damage to property in excess of \$25,000.00. Damage includes the cost necessary to restore the property to the service condition which existed prior to the casualty but does not include the cost of salvage, gas freeing, drydocking, or demurrage.

(b) The notice must include the name and official number of the vessel involved, the name of the vessel's owner or agent, nature, location and circumstances of the casualty, nature and extent of injury to persons, and the damage to property.

(c) In addition to the notice required, the person in charge of the vessel shall report in writing or in person, as soon as possible to the Officer in Charge, Marine Inspection at the port in which the casualty occurred or nearest the port of first arrival. Casualties must be reported on Form CG-2692.

(d) The owner, agent, master, or other person in charge of any vessel involved in a marine casualty shall retain for three years the voyage records of the vessel such as both rough and smooth deck and engineroom logs, navigation charts, navigation work books, compass deviation cards, gyro-compass records, record of draft, aids to mariners, radiograms sent and received, the radio log, and crew, sailing school student, instructor, and guest lists. The owner, agent, master, or other officer in charge, shall make these records available to a duly authorized Coast Guard officer or employee for examination upon request.

## § 169.809

(e) Whenever a vessel collides or is connected with a collision with a buoy or other aid to navigation under the jurisdiction of the Coast Guard, the person in charge of the vessel shall report the accident to the nearest Officer in Charge, Marine Inspection. A report on Form CG-2692 is not required unless any of the results listed in paragraph (b) of this section occur.

## § 169.809 Charts and nautical publications.

As appropriate for the intended voyage, all vessels must carry adequate and up-to-date—

- (a) Charts;
- (b) Sailing directions;
- (c) Coast pilots;
- (d) Light lists;
- (e) Notices to mariners;
- (f) Tide tables; and
- (g) Current tables.

## § 169.813 Station bills.

(a) A station bill (muster list) shall be prepared and signed by the master of the vessel. The master shall ensure that the bill is posted in conspicuous locations throughout the vessel, particularly in the living spaces, before the vessel sails.

(b) The station bill must set forth the special duties and duty station of each member of the ship's company for the various emergencies. The duties must, as far as possible, be comparable with the regular work of the individual. The duties must include at least the following and any other duties necessary for the proper handling of a particular emergency:

(1) The closing of airports, watertight doors, scuppers, sanitary and other discharges which lead through the vessel's hull below the margin line, etc., the stopping of fans and ventilating systems, and the operating of all safety equipment.

(2) The preparing and launching of lifeboats and liferafts.

(3) The extinguishing of fire.

(4) The mustering of guests, if carried, including the following:

(i) Warning the guests.

(ii) Seeing that they are dressed and have put on their personal flotation devices in a proper manner.

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(iii) Assembling the guests and directing them to the appointed stations.

(iv) Keeping order in the passageways and stairways and generally controlling the movement of the guests.

(v) Seeing that a supply of blankets is taken to the lifeboats.

## § 169.815 Emergency signals.

(a) The station bill must set forth the various signals used for calling the ship's company to their stations and for giving instructions while at their stations.

(b) On vessels of 100 gross tons and over the following signals must be used.

(1) The first alarm signal must be a continuous blast of the vessel's whistle for a period of not less than 10 seconds supplemented by the continuous ringing of the general alarm bells for not less than 10 seconds.

(2) For dismissal from fire alarm stations, the general alarm must be sounded three times supplemented by three short blasts of the vessel's whistle.

(3) The signal for boat stations or boat drill must be a succession of more than six short blasts, followed by one long blast, of the vessel's whistle supplemented by a comparable signal on the general alarm bells.

(4) For dismissal from boat stations, there must be three short blasts of the whistle.

(c) Where whistle signals are used for handling the lifeboats, they must be as follows:

(1) To lower lifeboats, one short blast.

(2) To stop lowering the lifeboats, two short blasts.

## § 169.817 Master to instruct ship's company.

The master shall conduct drills and give instructions as necessary to insure that all hands are familiar with their duties as specified in the station bill.

## § 169.819 Manning of lifeboats and liferafts.

(a) The provisions of this section shall apply to all vessels equipped with lifeboats and/or liferafts.